

EX. 1851. 268 C. 6
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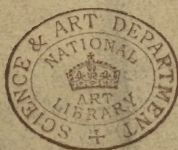
MACHINERY AND MODELS

SENT BY

MAUDSLAY, SONS, AND FIELD,

OF LAMBETH,

TO THE GREAT EXHIBITION OF 1851.



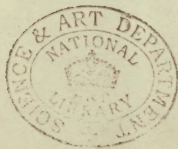
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TO THE GREAT EXHIBITION OF 1851.



26.11.67

MACHINERY AND MODELS

MADDERAY, SONS & FIELD

OF LAMBETH

TO THE GREAT EXHIBITION OF 1851

MACHINERY AND MODELS

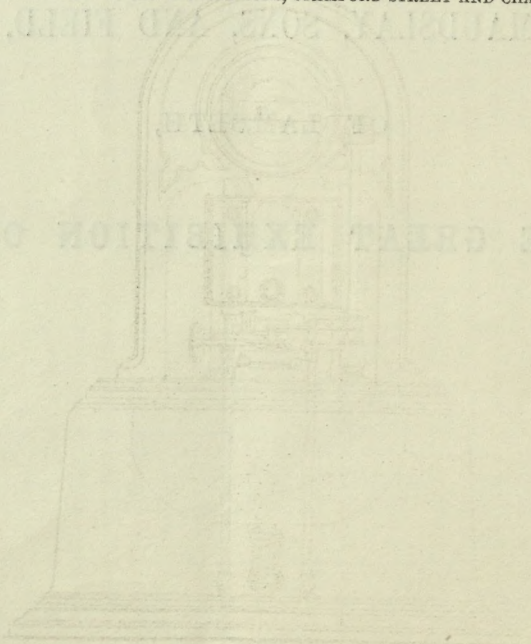
EXHIBITED IN CLASS VI. NO. 218

LONDON: PRINTED BY W. CLOWES AND SONS, STAMFORD STREET AND CHARING CROSS.

MADDERAY, SONS & FIELD

OF LAMBETH

TO THE GREAT EXHIBITION OF 1851



1. A. C. and Sons, in which the motion to give the impression is obtained
by an eccentric instead of by a screw or lever

MACHINERY AND MODELS

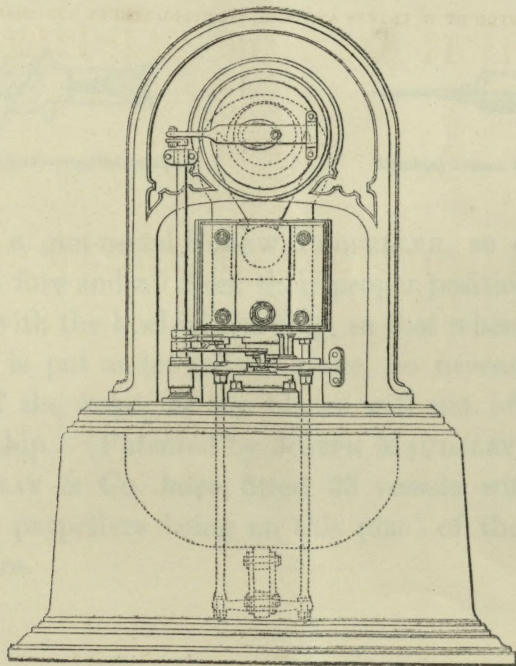
SENT BY

MAUDSLAY, SONS, & FIELD,

OF LAMBETH,

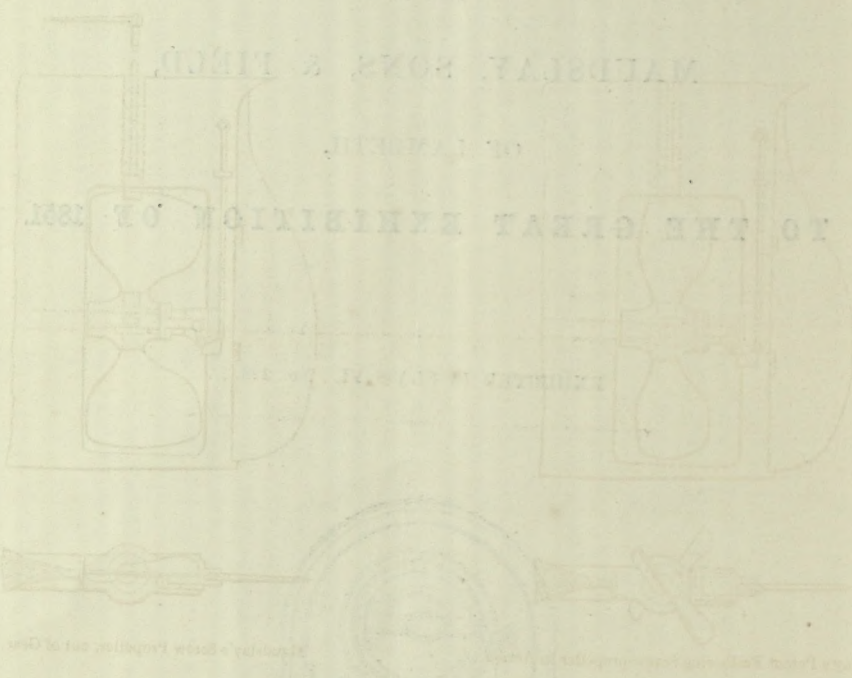
TO THE GREAT EXHIBITION OF 1851.

EXHIBITED IN CLASS VI. No. 228.



I. A COINING PRESS, in which the motion to give the impression is obtained by an eccentric instead of by screw or lever.

ENGINE FOR WORKING MAGNETITE AND MODELS

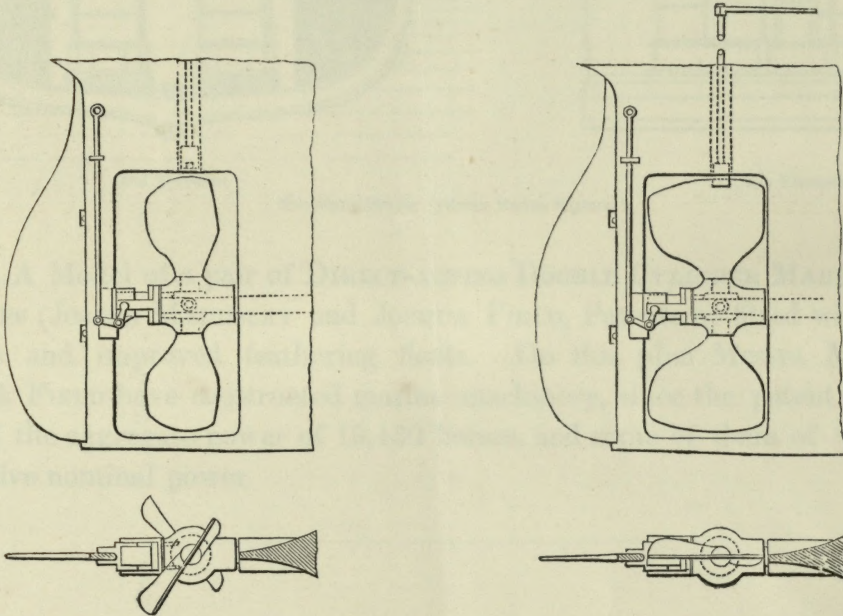


3. A model of a gun-metal screw propeller, so constructed that the blades can be turned fore and aft into their proper position for propelling, and this assume a line with the lead of the blades, that is that when steam power is not used, and the vessel is put under canvas, there is no necessity of any alteration to the propeller out of the water. (Patented by John D. Johnston.)

Messrs. Macdonald & Co. have fitted 33 vessels with screw machinery (sum of the screw propellers being on this plan) of the collective nominal power of 4,350 horse.

4. A Composite iron hull, built with its keel and bottom the latter lined with lead, designed to support a gun of 100 tons, and to be propelled by a single screw propeller of 200 horse.

2. A small DOUBLE CYLINDER DIRECT-ACTING HIGH PRESSURE STEAM ENGINE for working the Coining Press.



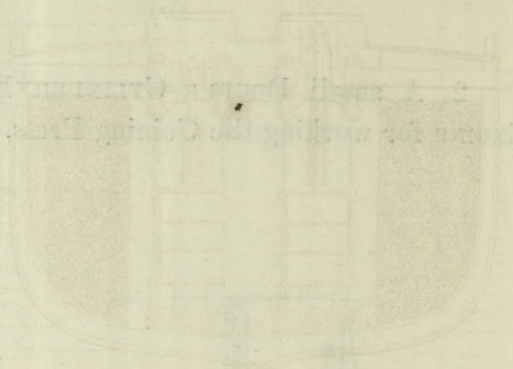
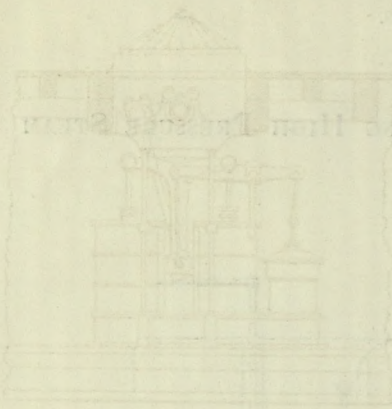
Maudslay's Patent Feathering Screw-propeller in Action.

Maudslay's Screw Propeller, out of Gear.

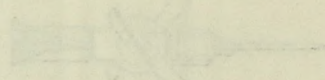
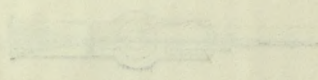
3. A Model of a gun-metal SCREW PROPELLER, so constructed that the blades can be turned fore and aft from their proper position for propelling, and thus assume a line with the keel of the ship, so that when steam power is not used, and the vessel is put under canvas alone, no necessity exists for taking the propeller out of the water, as the blades will not offer any resistance to the progress of the ship. (Patented by JOSEPH MAUDSLAY).

Messrs. MAUDSLAY & Co. have fitted 23 vessels with screw machinery (some of the screw propellers being on this plan) of the collective nominal power of 4,380 horses.

4. A CONNECTING ROD, fitted with its bolts and brasses, the latter lined with soft metal, and adapted to a pair of patent Double Cylinder Marine Steam Engines of the collective nominal power of 800 horses.

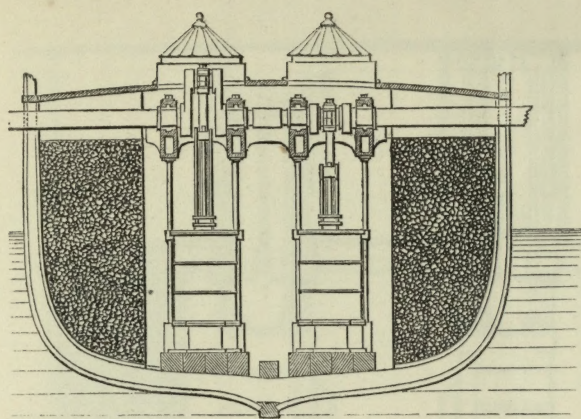


3. A Model of a part of Direct-acting Double Cylinder Marine Steam Engine (Horizontal cylinders and Jones Patent) fitted with paddle wheels and provided with the following details. On this plan the cylinders are shown in section, and the piston rods are taken out of the cylinders. The power of the engine is 1,150 horse and some of them of 500 horse collective nominal power.



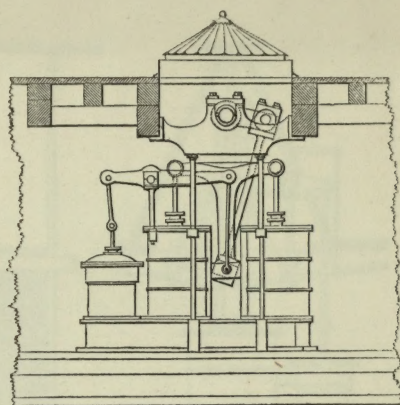
4. A Model of a vertical steam engine, as constructed, and the blades can be turned fore and aft from their position for propelling, and thus as used in the ship, so that when steam power is not used, and the vessel is not under way, no necessity exists for taking the pistons out of the water, as the blades will not exert any resistance to the progress of the ship. (Patented by James Watt.)
 Means for turning the pistons out of the water, and for attaching them to the water propellers (as in the plan) of the collective nominal power of 1,150 horse.

5. A Corrugated iron fitted with its bolts and nuts, the latter fitted with soft metal, and adapted to a joint of Patent Double Cylinder Marine Steam Engine of the collective nominal power of 1,150 horse.



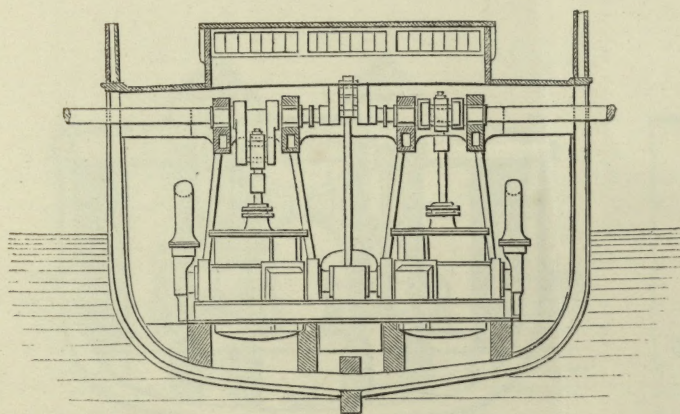
End Elevation.

Maudslay's Double Cylinder Marine Engines.



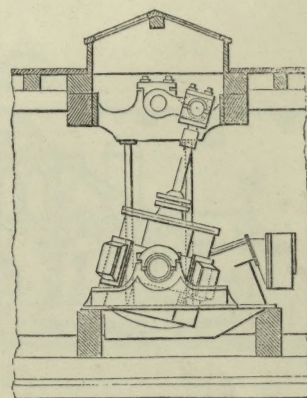
Side Elevation.

5. A Model of a pair of **DIRECT-ACTING DOUBLE CYLINDER MARINE STEAM ENGINES** (JOSEPH MAUDSLAY and JOSHUA FIELD, Patentees) fitted with paddle wheels and improved feathering floats. On this plan Messrs. MAUDSLAY, SONS, & FIELD have constructed marine machinery, since the patent was taken out, of the aggregate power of 19,130 horses, and some of them of 800 horses collective nominal power.



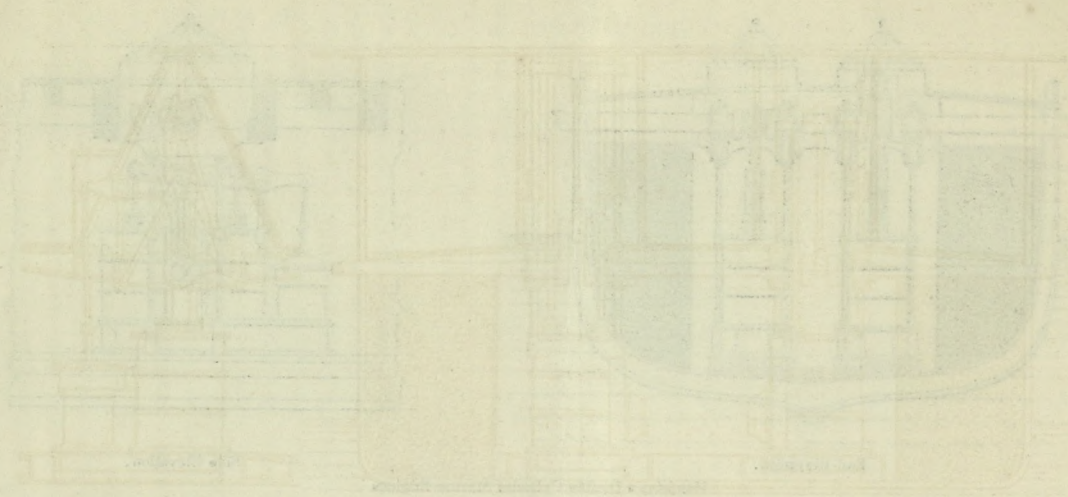
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Maudslay's Direct-acting Oscillating Cylinder Steam-engines.

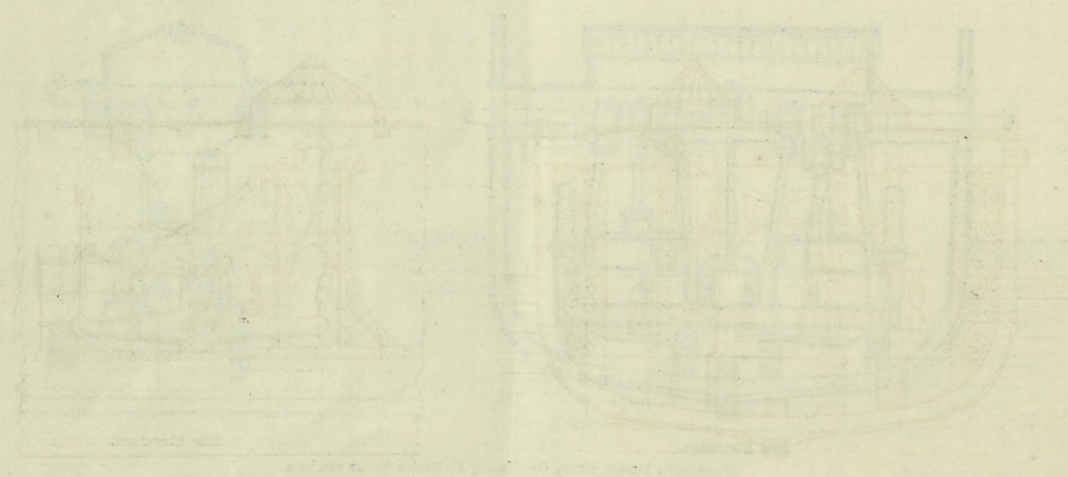


Side Elevation.

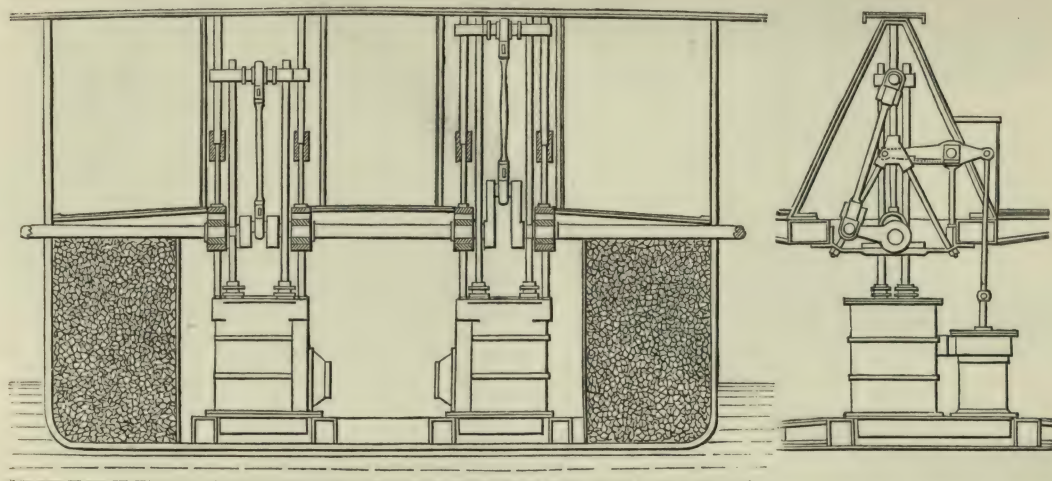
6. A Model of a pair of **DIRECT-ACTING MARINE STEAM ENGINES, with OSCILLATING CYLINDERS** (JOSEPH MAUDSLAY, Patentee), on which principle Messrs. MAUDSLAY & Co. have constructed engines of the aggregate nominal power of 2,100 horses.



A Model of a pair of Direct-acting Marine Steam Engines (Johns, Maxwell and James, Paris, France) built with the object of exhibiting the advantages of the horizontal cylinder, which is not only more compact than the vertical cylinder, but also more economical in its consumption of steam. The engines are of the horizontal type, and are fitted with a single cylinder, and a single piston rod, which is connected to the piston by a long connecting rod. The engines are of the horizontal type, and are fitted with a single cylinder, and a single piston rod, which is connected to the piston by a long connecting rod. The engines are of the horizontal type, and are fitted with a single cylinder, and a single piston rod, which is connected to the piston by a long connecting rod.

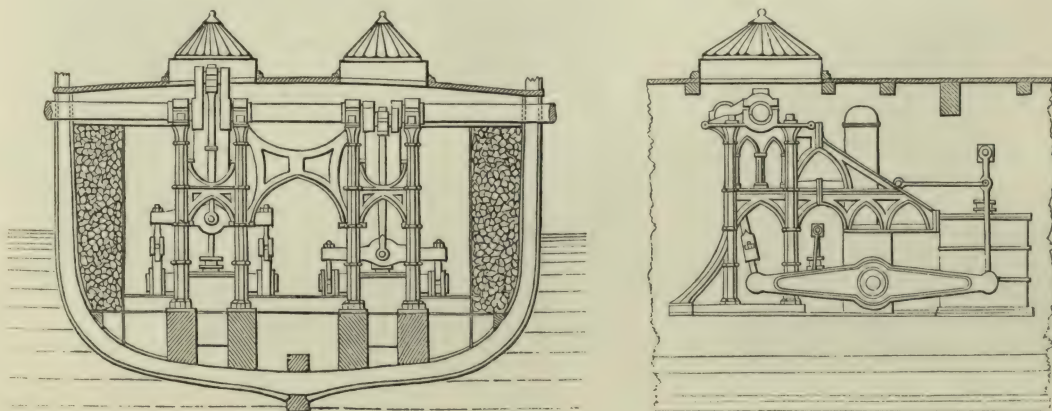


A Model of a pair of Direct-acting Marine Steam Engines (Johns, Maxwell and James, Paris, France) built with the object of exhibiting the advantages of the horizontal cylinder, which is not only more compact than the vertical cylinder, but also more economical in its consumption of steam. The engines are of the horizontal type, and are fitted with a single cylinder, and a single piston rod, which is connected to the piston by a long connecting rod. The engines are of the horizontal type, and are fitted with a single cylinder, and a single piston rod, which is connected to the piston by a long connecting rod.



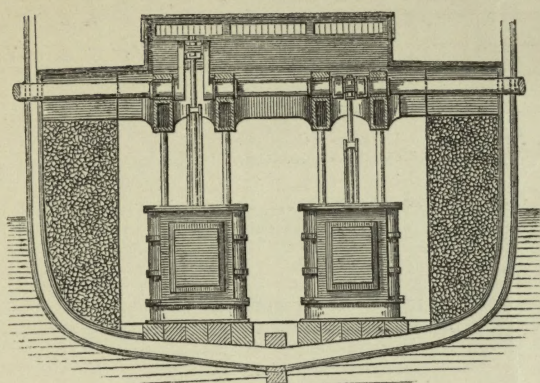
End Elevation.
Maudslay's Double Piston-rod Engines for Shallow River Navigation.

7. A Model of a pair of DIRECT-ACTING DOUBLE PISTON-ROD MARINE STEAM ENGINES, peculiarly adapted to shallow river navigation (JOSEPH MAUDSLAY and JOSHUA FIELD, Patentees). MESSRS. MAUDSLAY, SONS, & FIELD have made engines on this plan for the Rhone, Indus, and Sutlej, of the aggregate nominal power of 545 horses.

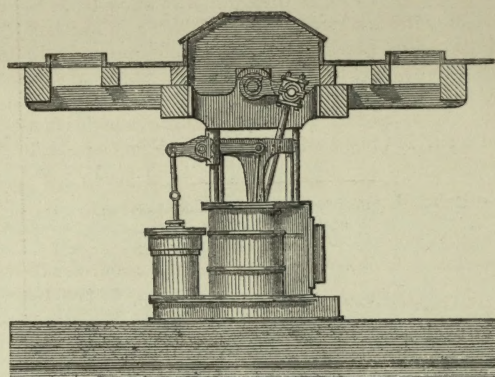


End Elevation.
Pair of Maudslay's Marine Beam Steam engines.

8. A Model of a pair of MARINE BEAM STEAM ENGINES, on which plan MESSRS. MAUDSLAY & Co. have completed 103 pairs, of the aggregate nominal power of 11,358 horses.



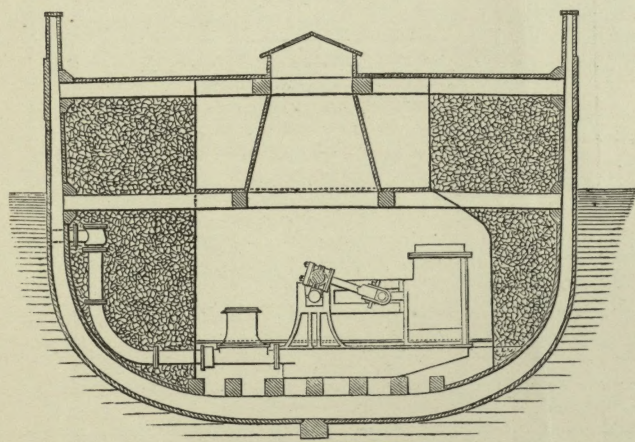
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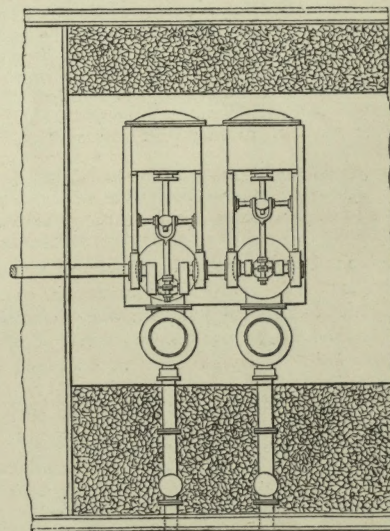
Side Elevation.

Maudslay's Annular Cylinder Marine Engines.

9. A Model of a pair of DIRECT-ACTING ANNULAR CYLINDER MARINE STEAM ENGINES (JOSEPH MAUDSLAY, Patentee) fitted with paddle wheels, and improved feathering floats. These engines have been fitted to some of the fastest Packets in the Channel, and on this principle Messrs. MAUDSLAY & Co. have manufactured 23 pairs, of the aggregate nominal power of 2,250 horses.

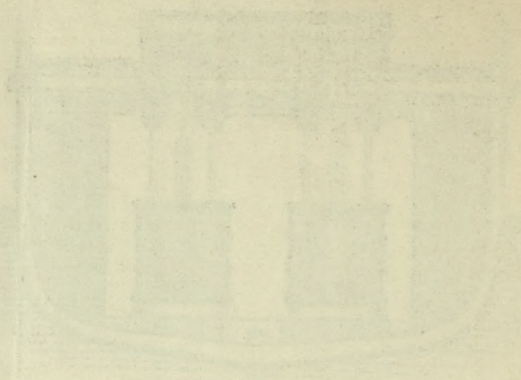
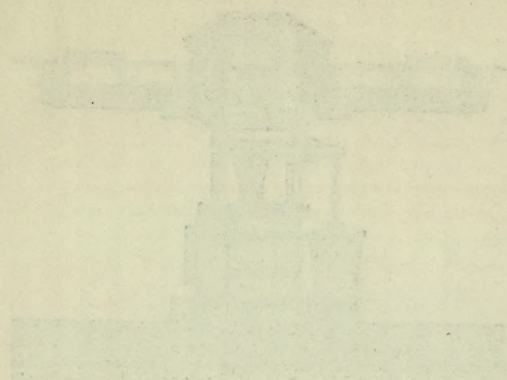


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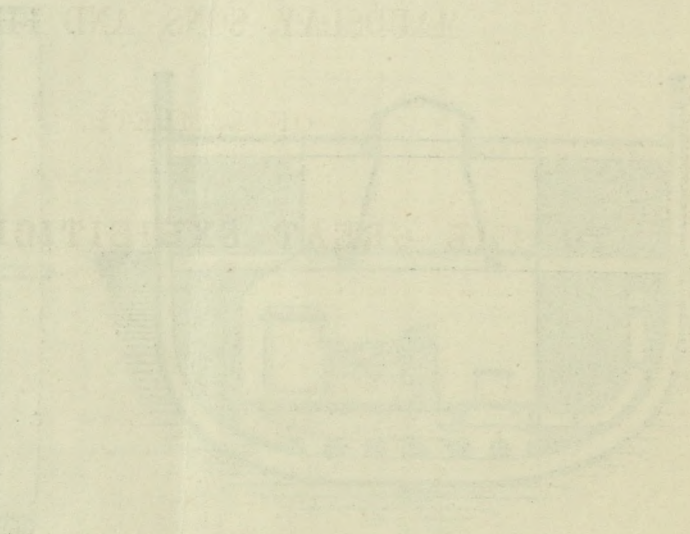
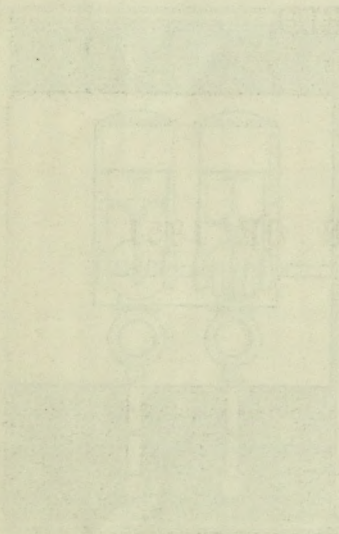


Maudslay's Horizontal Direct-acting Marine Engines for Screw-propulsion.

10. Model of a pair of HORIZONTAL CYLINDER DIRECT-ACTING MARINE STEAM ENGINES for driving a Screw Propeller, so constructed as to occupy little space, and to be altogether below the water line.



9. A Model of a pair of Direct-acting Angular Crankless Marine Steam Engines (Ocean Marine) fitted with paddle wheels and improved lifting gear. These engines have been fitted to some of the fastest vessels in the Channel and on this principle Messrs. Harland & Wolff have constructed 22 pairs of the aggregate nominal power of 2,500 horses.



10. Model of a pair of Horizontal Crankless Engines with Marine Steam Engines for driving a screw propeller in combination with a screw propeller, and to be adapted to the water line.

117.

